

Draft List of Air Quality Attributes									
		ALTERNATIVE							
Air Quality Attributes	Ranking of Mandated Air Quality Attributes ¹	1	2	3	4	5	6	7	8
Total PM10 Emissions (tons/year) in Peak Construction Year (Phase 1- Initiation to 2020)	Medium								
Scoring of Adverse Impacts - Low, Medium, High ²		Low	Low	Med	Med	Med	High	High	High
Comments		PM10 emissions could likely be reduced to levels below local significance thresholds for all alternatives by paving roads and using less-emissive methods to transport and place rock and gravel. Considerations may include use of methods other than haul trucks to deliver materials to construction sites (e.g., trains or conveyors), further increases in watering frequency during construction, pavement of gravel roads on site, or use of chemical stabilizers that may provide higher control efficiencies on roads and disturbed areas.							
Diesel PM10 Emissions (tons/year) in Peak Construction Year (Phase 1- Initiation to 2020)	Medium								
Scoring of Adverse Impacts - Low, Medium, High ²		Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
Comments		Diesel PM10 impacts are difficult to evaluate without additional information on where emissions would occur relative to human receptor locations. Diesel PM10 emissions could likely be reduced by using less-emissive methods to transport and place rock and gravel, especially lower emission marine equipment (tugboats, barges, dredges) for construction of barriers, dikes, and berms in the wet.							
Total NOx Emissions (ton/year) in Peak Construction Year (Phase 1- Initiation to 2020)	Medium								
Scoring of Adverse Impacts - Low, Medium, High ²		Low	Low	High	Low	High	High	High	High
Comments		NOx emissions could likely be reduced to levels below local significance thresholds for many alternatives by using less-emissive methods to transport and place rock and gravel, especially lower emission marine equipment (tugboats, barges, dredges) for construction of barriers, dikes, and berms in the wet. Even with less emissive approaches, alternatives that involve movement of large amounts of rock and gravel may still exceed local significance thresholds.							
Total PM10 Emissions (tons/year) in Peak Operations Year (Phase 4- 2040-2078). Includes Fugitive Dust from Exposed Playa, After Control.	High								
Scoring of Adverse Impacts - Low, Medium, High ²		Low	Low	Med	High	Med	Med	High	Med
Comments		PM10 emissions could likely be reduced for all alternatives if more efficient methods of playa dust control are developed and proven at the Salton Sea. For alternatives involving operations and maintenance of barriers, dikes, and berms, emissions could be reduced by paving roads and using less-emissive methods to transport and place rock and gravel. Total PM10 emissions may still exceed local significance thresholds even after implementation of additional or more effective control measures.							
Playa PM10 Emissions (tons/year) in Peak Operations Year (Phase 4- 2040-2078). Fugitive Dust from Exposed Playa, After Control.	High								
Scoring of Adverse Impacts - Low, Medium, High ²		Low	Low	Med	High	Med	Med	High	Low
Comments		PM10 emissions could likely be reduced for all alternatives if more efficient methods of playa dust control are developed and proven at the Salton Sea. Playa PM10 emissions may still exceed thresholds even after implementation of additional or more effective control measures.							
Total NOx Emissions (ton/year) in Peak Operations Year (Phase 4 - 2040-2078)	High								
Scoring of Adverse Impacts - Low, Medium, High ²		Low	Low	Low	Low	Low	Low	Low	Low
Comments		NOx emissions could likely be reduced to levels below thresholds for many alternatives by using less-emissive equipment for operations and maintenance.							
Attributes Studied in Less Detail in the Draft PEIR and Attributes Suggested by the Air Quality Working Group									
General Conformity Applicability	High								
Comments		Above comparisons of total PM10 and total NOx emissions to applicable local significance thresholds provide information on potential general conformity issues. See above. Prior to implementation, the proposed alternative would be required to demonstrate conformity with the applicable SIP through mitigation or other accepted practices.							
Odor Impacts	Medium								
Comments		Available information is not sufficient to define potential odor impacts. Project-level analyses need to do more detailed emissions estimation, exposure and health impact analysis, and mitigation planning. Measures to reduce the incoming nutrient loading, or remove or bind nutrients from Salton Sea water, may assist in reducing odorous air emissions.							
Hazardous Air Pollutants Emissions Impacts	Medium								
Comments		Available information is not sufficient to evaluate potential health effects that may result from human exposures to hazardous air pollutants (e.g., constituents of potential concern in fugitive dust, diesel PM10, hydrogen sulfide, ammonia) that may be associated with the alternatives. Project-level analyses need to do more detailed emissions estimation, exposure assessment, and health impact analyses for diesel PM10 and other HAPs.							
Microclimate	Medium								
Comments		Available information is not sufficient to define potential microclimate impacts. Project-level analyses would need to do more detailed evaluation of microclimatic conditions and effects on agricultural lands adjacent to the Salton Sea.							
Agricultural Impacts Associated with Salt and Dust Emissions and Deposition	Medium								
Comments		Available information is not sufficient to define potential agricultural impacts. Control of fugitive dust from construction and exposed playa would reduce agricultural exposures to PM10 and constituents of potential concern. Project-level analyses need to evaluate the potential impacts of salt and dust on area agriculture.							
NOx Deposition Impacts on Invasive Plant Species that are Nitrogen Limited. May lead to additional fire hazard and death of sensitive biological species in certain areas.	Low								
Comments		Not specifically addressed in Draft PEIR. Control of NOx emissions should reduce impacts.							
Greenhouse Gas Emissions Impacts	Low								
Comments		Not specifically addressed in the Draft PEIR.							
PM2.5 Emissions Impacts	Low								
Comments		Not specifically addressed in the Draft PEIR. The area is currently designated as unclassified/attainment for the federal PM2.5 standards. Control of dust and equipment exhaust emissions should reduce impacts associated with PM2.5.							

¹The **Ranking of Mandated Attributes for Air Quality** is based on technical consideration of the importance of each Attribute to support a process for 1) evaluating air quality impacts associated with the Alternatives, 2) distinguishing between Alternatives with regard to their air quality impacts, and 3) providing meaningful input to the Advisory Committee for recommendation of a Preferred Alternative.

²The **Scoring of Adverse Impacts - Low, Medium, High** for each Alternative is proposed to allow evaluation of air quality impacts associated with the Alternatives. The proposed Scoring is based on comparison of estimated emissions rates to local air quality significance thresholds (i.e., for PM10 = 70 tons/year, and for NOx = 50 tons/year). A scoring of "Low" corresponds to an estimated emissions rate that is less than 4 times the local threshold. A scoring of "Medium" corresponds to an estimated emissions rate that is between 4 and 10 times the local threshold, and a scoring of "High" corresponds to an estimated emissions rate that is greater than 10 times the local threshold.

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